

Flight, July 27, 1916.

FLIGHT

First Aero Weekly in the World.

Founder and Editor: STANLEY SPOONER.

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport.

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TO OUR READERS.

The Supply of "FLIGHT." Important Notice.

Order "FLIGHT" to be either delivered or reserved for you regularly.

As the demand for "FLIGHT" is so great each week, it is of the utmost importance that readers should place their orders *firmly* for copies of "FLIGHT" at the bookstalls, their newsagents, or direct from the publishers, at 44, St. Martin's Lane, W.C., if they wish to secure a copy every week and avoid disappointment. The stringent Government restrictions in regard to the supply of printing paper necessitates this precaution in order that only actual numbers required are printed, and all wastage by unsold copies may thereby be reduced to a minimum, if not eliminated.

THE PUBLISHERS.

EDITORIAL COMMENT.

SOMETHING more than a puff of air, most of the world knows, is required to disturb the Briton out of his regular groove of either action or thought, but when the force of circumstances is so great that the slow-moving mind of the million at last grasps the necessity for getting a move on, it must be a pretty powerful opposing force which can hope to stem successfully the effect of the reaction, once set in motion. That the vast majority of the people have long since fully awakened

to the vital necessity of uninterrupted and unlimited supplies of "munitions" —using the word in its broadest sense—is manifest in every direction. On the other hand, there appears still to be a small section of the community which has hardly yet heard that our kith and kin have been and are having a pretty hefty —not to say rotten—time of it out yonder, in touch with the enemy's trenches, and that if anything the condition of affairs is likely to be a good deal more trying, before it gets better, thus leading us and our Allies to that victory which is so necessary to ensure life to the cause of the world's civilisation, a victory which our new War Minister already sees looming ahead "in a few months." No doubt this term is not meant literally, and if it should materialise in a year it should be near enough to command ungrudgingly whatever supreme effort is necessary amongst the home war-workers to do their part in the great upheaval. Yet from the necessity for the piling up recently of appeal upon appeal to the war-workers not to relax their efforts and to forego for still another period all idea of a general holiday, it is evident that there still must exist a number of people who have positively no conception of the sense of proportion in the National death-struggle which is being enacted over hundreds of miles of frontage, starting from within a few miles of the shores of this country. It is horribly humiliating to our national character that it should be necessary to couch these appeals in language that savours at times almost of cringing. That it should be necessary to claim that every man should do his duty at the present crisis, in such solicitous terms of argument as have been used, would suggest that in the directions where appeal of such a character is necessary, that degeneracy of the British Nation,

upon which the Huns counted so much in their mistaken calculations for the course of the war, had really set in and had begun to take a hold upon our national vitals. In which case, whatever the horrors of this ghastly struggle have in store for us and the world, it is something to be thankful for that our degeneracy canker has been taken in time. To this extent Britain will have, after all, to give thanks to the Huns. That the dire necessities of the position have touched the souls even of the most ignorant and selfish is plain from the more immediately favourable response of practically every individual worker to the most recent call to keep the munition factories running without interruption. What, however, we deplore is the almost degrading methods which it has been deemed advisable to adopt in drumming home the requirements of the Empire. That Sir Douglas Haig's personality should have to be brought into direct contact with the munition worker—be the slacker ever so greatly in the minority—on behalf of our Army in France, "to enable it to complete its task," and that he, Sir Douglas, should feel that "this appeal will not be in vain," is a form of abasement for a distinguished man which one would have deemed almost impossible in a nation which has risen, as a whole, so magnificently to its sense of duty to our Empire and the civilised world. The leaders of the men have done—and done well—all that was required of them in guiding their organisations into the correct and only possible decision in this the latest phase of the holiday question, and it is to be hoped, that now the general offensive of the Allies has made its start, there will be no further occasion to call upon those this side not to jeopardise the gathering of the fruits of all our past efforts for the sake of a temporary indulgence in what would be just now the dangerous, although admittedly well-earned, luxury of a rest. It is now no longer a case of self-denial, it is clearly a case of sheer necessity and duty.

à
Berlin.

Unsuccessful as he was in completing his task, Sub-Lieutenant Pierre Marchal, of the French Air Service, will go down to history in this war as the man who demonstrated "à Berlin" by way of the air, not only a possibility, but made it an accomplished fact. That no hostile object was intended in this remarkable adventure, renders the

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The Army Council.

In the *London Gazette* of the 21st it was announced that the King had been pleased by Letters Patent under the Great Seal of the United Kingdom of Great Britain and Ireland, bearing date the 7th inst., to appoint: The Right Hon. Lloyd George, President; The Right Hon. the Earl of Derby, K.G., G.C.V.O., C.B., Vice-President; General Sir W. R. Robertson, K.C.B., K.C.V.O., D.S.O., Lieutenant-General Sir J. S. Cowans, K.C.B., M.V.O., Lieutenant-General Sir C. F. N. Macready, K.C.B., K.C.M.G., Major-General (Temporary Lieutenant-General) Sir D. Henderson, K.C.B., D.S.O., Major-General Sir S. B. von Donop, K.C.B., Major-General R. D. Whigham, C.B., D.S.O., and Mr. H. W. Forster, to be His Majesty's Army Council.

Gallantry in Saving Life.

In the list of monthly awards of the Royal Humane Society appear the following:—

Bronze medal to Second Lieutenant A. W. KEEN, Royal Flying Corps, for his rescue of Lieutenant MacBeth from the sea near Montrose on June 17th. The aeroplane on which

feat all the more creditable, as, from the leaflet messages which were distributed over Germany's capital by the pilot, the real object of the hazardous journey was revealed, and every credit is due to the French Command which sanctioned the flight and to the intrepid pilot who undertook the delivery of "the goods." That the German public have been saturated with official German statements of the will and intention of the French and British air services to bomb non-military residents in unfortified cities whenever they got the chance there is little doubt. By this means it has been sought—and successfully to an extent—to justify the abominations perpetrated under the air command of the Huns. By the action of Lieutenant Marchal it has now been made perfectly clear to the German nation that, except by way of drastic reprisal, the Allies have no intention or desire to harm non-combatants if it can be avoided, and the message dropped to the effect that "We might have bombarded the open city of Berlin and so killed innocent women and children, but we are satisfied with dropping this proclamation," should help them to realise the dastardly work of their own air-pirates in its true light. That it could have been proved possible for a pilot to traverse so great a distance as 840 miles across country under ordinary touring or competition conditions would, in itself, constitute an outstanding world's record. To have accomplished so remarkable a journey under the existing conditions of Europe and to have missed the intended goal in Russia by a matter of only about 60 miles, brings the achievement into the realms of the marvellous. It is well noted the time when Lieutenant Marchal left Nancy on June 20th, and it is no doubt equally well authenticated at what hour on June 21st he landed near Cholm in Poland. We shall hope that steps may presently be taken to "homologue" this cross-country trip as a world's record. After all, whatever horrors may arise between nations in allaying the passions of men who seek to transform the nations of this earth, sport is still a world of its own, and one which will ever command the admiration and respect of every section of the world's inhabitants. Even if the Huns fail to recognise anything praiseworthy in this novel method of administering an antidote to their "Kultur," France, Great Britain and the rest of the civilised nations will, we feel sure, be only too ready to accept this unique "record," and in good time do homage to its holder.

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Lieutenant MacBeth was flying came down in the sea, and Lieutenant Keen, who was also flying, seeing the accident, at once landed, and, making his way to the place, was just in time to save Lieutenant MacBeth, who was trying to swim ashore from the wrecked machine.

Medal to Second Lieutenant SYDNEY SMITH, also of the Royal Flying Corps, for his rescue of a man of the R.G.A. from the harbour at Portsmouth on June 3rd.

Naval Aircraft and Preparation for War.

In his article in the *Sunday Pictorial* of July 23rd, detailing the happenings which preceded the outbreak of war, Mr. Winston Churchill, who was at the time First Lord of the Admiralty, fixes the date of July 27th, 1914, when all naval aircraft was moved to vulnerable points on the East Coast.

Sweden and Neutrality in the Air.

A PROVISIONAL ORDER has been published in Stockholm prohibiting foreign aircraft from passing over Swedish territory without the special permission of the Swedish Government. The decree comes into force immediately.

The British Air Services

"PER ARDUA AD ASTRA"

UNDER this heading are published each week the official announcements of appointments and promotions affecting the Royal Naval Air Service and the Royal Flying Corps (Military Wing) and Central Flying School. These notices are not duplicated. By way of instance, when an appointment to the Royal Naval Air Service is announced by the Admiralty it is published forthwith, but subsequently, when it appears in the LONDON GAZETTE, it is not repeated in this column.

Royal Naval Air Service.

THE following appeared among the Admiralty announcements of July 18th:—

Lieutenant (Temporary R.N.V.R.) L. H. Cockey, entered as Probationary Flight Sub-Lieut. (Temporary), seniority July 23rd, and appointed to "President" for R.N.A.S.

Royal Flying Corps (Military Wing).

The following appeared in the *London Gazette* of July 18th:—

*Flight Commanders (from Flying Officers, and to be Temporary Captains whilst so employed).—*Lieut. C. H. Nicholas, S. Wales Bord.; June 16th, 1916. Temporary Second Lieut. E. J. Tyson, General List; June 23rd, 1916. Second Lieut. R. W. Nichol, Special Reserve; July 3rd, 1916.

*Flying Officers.—*June 22nd, 1916: Capt. I. A. E. Edwards, R.A., and to be seconded; Lieut. W. A. Skeate, W. York. R., and to be seconded; Temporary Second Lieut. L. S. Weedon, R. Fus., and to be transferred to the General List; Second Lieut. P. Pralle, Special Reserve, June 25th, 1916. June 26th, 1916: Temporary Second Lieut. C. H. Stocks, Sco. Rif., and to be transferred to the General List; Second Lieut. F. McQuistan, Highland Brig., R.F.A., T.F.; Temporary Second Lieut. G. J. King, General List, from Asst. Equipment Officer; Second Lieut. G. P. Alexander, Special Reserve. June 27th, 1916: Temporary Second Lieut. E. R. Manning, from Temporary Lieutenant, 14th Res. Regt. of Cav., and to be transferred to the General List; Temporary Second Lieut. C. J. W. Crichton, York. R., and to be transferred to the General List; Second Lieut. H. W. Pollak, South Midland (Howitzer) Brig., R.F.A. (T.F.); Temporary Second Lieut. W. H. Rilett, Essex R., and to be transferred to the General List; Second Lieut. E. G. Whelon, R. Suss. R. (T.F.); Second Lieut. H. C. G. Watney, Special Reserve. June 28th, 1916: Second Lieut. H. W. Tagent, R. Ir. Fus., and to be seconded; Second Lieut. E. Newling, A.S.C., and to be seconded; Capt. J. A. Denistoun,

8th Canadian Inf. Bn., from a Flying Officer (Observer); June 29th, 1916. June 30th, 1916: Temporary Second Lieut. J. A. Slater, R. Suss. R., and to be transferred to the General List; Temporary Second Lieut. B. St. J. Boulbee, E. York. R., and to be transferred to the General List; Temporary Second Lieut. R. W. Scoles, R. W. Kent R., and to be transferred to the General List; Second Lieut. G. A. Lascelles, Special Reserve.

*Balloon Officers.—*Temporary Second Lieut. T. N. Jennings, York. R., and to be transferred to the General List; June 24th, 1916. June 26th, 1916: Temporary Lieut. J. A. Stevenson, R.A., and to be transferred to the General List; Temporary Second Lieut. C. A. McConchie, Leic. R., and to be transferred to the General List. Temporary Second Lieut. R. P. Romer, General List; July 1st, 1916.

*Memoranda.—*To be Temporary Second Lieutenants for duty with R.F.C.: Pte. William T. H. Hocking, from Inns of Court O.T.C.; June 19th, 1916. Sergt.-Maj. Archibald Latimer, from R.F.C.; June 24th, 1916. Corpl. Stanley G. Young, from London Electrical Engrs. (T.F.); July 1st, 1916. July 8th, 1916: Pte. Alexander J. Salton, from Inns of Court O.T.C.; Pte. Reginald J. Rankin, from Inns of Court O.T.C.

*Supplementary to Regular Corps.—*Second Lieutenants (on probation) confirmed in their rank: H. C. G. Watney, L. M. McCoy, E. C. Callaghan, D. W. Hardy, F. A. Corbett.

To be Second Lieutenants (on probation): George A. Lawlor; June 14th, 1916. Cecil M. W. Park; June 19th, 1916.

The following appeared in a supplement to the *London Gazette* issued on July 19th:—

*Squadron Commanders (from Flight-Commanders, and to be Temporary Majors, whilst so employed).—*Capt. (Temporary Lieutenant in Army) E. W. Powell, Unattached List (T.F.); June 23rd, 1916. Capt. H. Blackburn, Special Reserve July 5th, 1916.



AT THE SPORTS MEETING OF THE 15TH RESERVE SQUADRON, R.F.C., AT DONCASTER LAST WEEK.—A good start for the quarter-mile. A very successful meeting resulted, quite a number of the events being of the usual amusing character so much appreciated at Gymkhanas.

Flight-Commanders (from Flying Officers).—Capt. Sir N. R. A. D. Leslie, 38th Central Ind. Horse, Ind. Army; July 1st, 1916. Lieut. N. A. Browning-Paterson, R.A., and to be Temporary Captain whilst so employed; July 3rd, 1916. Capt. R. N. Adams, R. Fus., Special Reserve; July 8th, 1916.

Flying Officers.—Temporary Second Lieut. M. L. Taylor, General List; June 24, 1916. June 30th, 1916: Capt. Sir N. R. A. D. Leslie, Bt., 38th Central Ind. Horse, Ind. Army. Lieut. F. C. Baker, D. of Corn, L.I., Special Reserve, and to be seconded. Temporary Second Lieut. C. R. Cox, Dorset R., and to be transferred to General List; July 1st, 1916, Second Lieut. (on probation) W. H. C. Buntine, Notts. and Derby R., Special Reserve, and to be seconded; July 2nd, 1916. July 3rd, 1916: Capt. A. T. Cull, Sea. Highrs., Special Reserve, and to be seconded; Second Lieut. E. C. Callaghan, Special Reserve; Temporary Second Lieut. N. W. Webb, General List; Second Lieut. D. W. Hardy, Special Reserve.

Assistant Equipment Officers.—July 1st, 1916: Temporary Second Lieut. R. Ferguson, General List; Second Lieut. W. F. Bryant, R.W. Surr. R., and to be seconded.

Supplementary to Regular Corps.—Second Lieutenants (on probation) confirmed in their rank: S. W. Mann, G. C. Bailey. To be Second Lieutenants (on probation): Edward G. Herbert; June 19th, 1916. Sydney L. Hollis, Norman L. Knight; July 8th, 1916. Percy A. Barron; July 10th, 1916.

The following appeared in a supplement to the *London Gazette* issued on July 20th:—

Memoranda.—Second Class Air Mechanic Francis E. B. Duff, from R.F.C., to be Temporary Second Lieutenant, for duty with R.F.C.; July 6th, 1916.

Supplementary to Regular Corps.—Second Lieutenants (on probation) confirmed in their rank: H. M. Corbold, F. L. Hambly, H. M. Fleming.

The following appeared in the *London Gazette* of July 21st:

Flying Officers.—Second Lieut. T. P. L. Molloy, Dorset R., and to be seconded; July 2nd, 1916. July 4th, 1916: Temporary Second Lieut. C. R. Richardson, R.W. Kent. R., and to be transferred to the General List; Second Lieut. B. B. Toms, R. War. R., Special Reserve, and to be seconded; Temporary Second Lieut. H. H. Berry, E. Kent R., and to be transferred to the General List; Second Lieut. D. S. Turnbull, R. Highrs. (T.F.); Second Lieut. H. M. Fleming, Special Reserve; Second Lieut. F. L. Hambly, Special Reserve; Second Lieut. G. C. Bailey, Special Reserve; Temporary Second Lieut. R. M. Drummond, General List;

Second Lieut. J. Duncan, Border R., and to be seconded. July 5th, 1916: Lieut. F. H. McNamara, Australian Flying Corps; Lieut. K. W. Brewster, R. Fus., Special Reserve, and to be seconded; Second Lieut. (Temporary Lieutenant) A. S. Redfern, R.W. Surr. R. (T.F.); Second Lieut. L. H. Peter, Cornwall Fortress Engineers, R.E. (T.F.); Second Lieut. (on probation) A. L. Pinkerton, R.F.A., Special Reserve; Temporary Second Lieut. A. W. Bird, E. Surr. R., and to be transferred to General List; Second Lieut. H. M. Corbold, Special Reserve; Second Lieut. S. P. Briggs, North'n R., and to be seconded.

Supplementary to Regular Corps.—Second Lieut. Phillips D. Rader is removed from the Army for absence without leave; June 5th, 1916. Lionel Stones to be Second Lieut. (on probation); June 19th, 1916.

The following appeared in a supplement to the *London Gazette* issued on July 22nd:—

Flying Officer.—Temporary Second Lieut. E. Newling, A.S.C., and to be transferred to the General List; June 28th, 1916. (Substituted for the notification in the *Gazette* of July 18th, 1916.)

Balloon Officer.—Second Lieut. (Temporary Lieutenant) J. Y. McLean, R.F.A. (T.F.); July 4th 1916.

Adjutant.—Lieut. (Temporary Captain) T. E. Longridge, A.S.C., and to retain his temporary rank whilst so employed, vice Lieut. (Temporary Captain) B. E. Sutton, Westmorland and Cumberland Yeo. (T.F.); June 23rd, 1916.

The rank of Major I. A. E. Edwards, R.A., is as now described, and not as in the *Gazette* of July 18th, 1916.

Lieut. Robert C. Robb, from R.N.V.R., to be Temporary Second Lieutenant for duty with R.F.C.; July 22nd, 1916.

Supplementary to Regular Corps.—Second Lieutenants (on probation) confirmed in their rank: H. M. B. Law, G. S. Rogers, F. H. Stone, H. D. Crompton, C. A. R. Shum, P. W. Snell, and F. B. Baragar.

James Mitchell to be Second Lieut. (on probation); June 23rd, 1916.

Central Flying School

The following appeared in a supplement to the *London Gazette*, issued on July 24th:—

Commandant.—Capt. (Temp. Lt. Col.) A. C. H. Mac Lean, R. Scots, from a Wing Commander, and to retain his temporary rank whilst so employed, vice Brevet Major C. J. Burke, D.S.O., R. Ir. Regt.; June 18th, 1916.



THE ROLL OF HONOUR.

THE Secretary of the Admiralty announces the following casualties:—

Killed.

Flight Sub-Lieutenant Douglas H. Whittier, R.N.

Accidentally Injured (JULY 22nd).

Flight-Lieutenant Kenneth S. Savory, D.S.O., R.N.

The following casualties have been officially announced by the War Office:—

Killed.

Second Lieutenant G. E. Chancellor, Queen's (R.W. Surrey R.), attached R.F.C.

Major G. J. Malcolm, R.F.A., attached R.F.C.

Second Lieutenant G. Wiglesworth, Royal Flying Corps.

Previously reported Missing, now reported Killed.

Second Lieutenant J. C. Cunningham, Royal Flying Corps.

Wounded.

Second Lieutenant E. Birch, E. Lancs. Regt. and R.F.C.

Second Lieutenant C. J. Q. Brand, Royal Flying Corps.

Second Lieutenant T. L. Brennan, Royal Flying Corps.

Lieutenant R. G. Gould, Royal Flying Corps.

Second Lieutenant H. A. V. Hill, Army Service Corps, attached R.F.C.

Lieutenant M. T. Vaughan-Lewes, Welsh Regt., attached R.F.C.

1210 Sergeant D. Chapman, Royal Flying Corps.

Previously reported Missing, now reported Wounded.

Second Lieutenant N. P. Tucker, Indian Army Res. of Off., attached R.F.C.

Missing.

Second Lieutenant H. W. Butterworth, R.F.C.

Lieutenant-Colonel H. C. T. Dowding, R.A., attached R.F.C.

Captain A. J., Evans, Royal Flying Corps.

Second Lieutenant H. Floyd, Royal Flying Corps.

Second Lieutenant J. E. Griffith, Dorset R., attached R.F.C.

Lieutenant H. R. Hele-Shaw, Royal Flying Corps.

Second Lieutenant C. V. Hewson, Royal Flying Corps.

Captain W. W. Jefferd, Middlesex R., attached R.F.C.

Lieutenant E. C. Jowett, General List and R.F.C.

Captain J. U. Kelly, R.F.C., attached Wilts. R.

Lieutenant H. O. Long, Royal Engineers and R.F.C.

Captain T. E. Longridge, A.S.C., attached R.F.C.

Captain J. H. F. McEwen, Cameron High'rs., attached R.F.C.

Second Lieutenant D. H. MacIntyre, Arg. and Suth'd.

Highlanders, attached R.F.C.

Captain J. C. Quinnell, R.F.A., attached R.F.C.

Second Lieutenant W. G. Pender, Royal Flying Corps.

Second Lieutenant A. H. T. L. Speer, attached R.F.C.

Captain W. D. Sunday, Royal Flying Corps.

Lieutenant G. Thompson, Royal Flying Corps.

Second Lieutenant W. J. M. Tomson, Royal Flying Corps.

Second Lieutenant W. A. Wedgewood, R.E., att. R.F.C.

Lieutenant J. L. Whitby, Leinster Regt., attached R.F.C.

Previously reported Missing, now reported

Wounded and Prisoner of War.

Second Lieutenant G. E. Maxwell, Royal Flying Corps.

Correction:

Wounded.

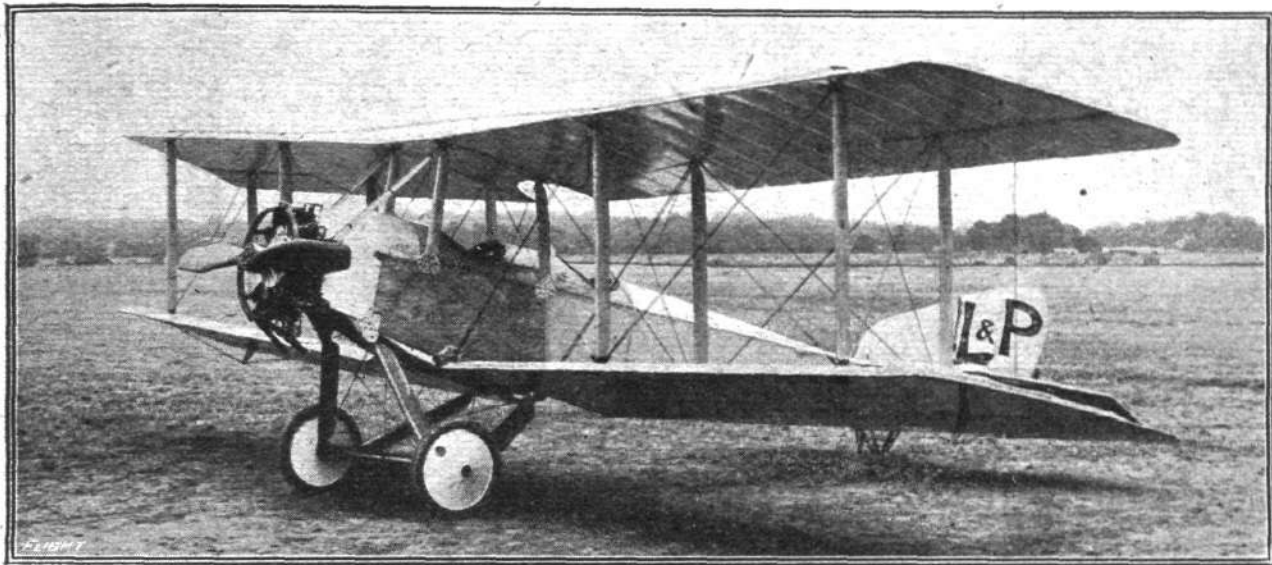
Second Lieutenant T. A. Tillard, Yeomanry, attached R.F.C., should read: Lieutenant T. A. Tillard.

THE NEW L. AND P. FUSELAGE BIPLANE.

A VERY neat and clean design. This is the first impression received when viewing the new biplane built by the London and Provincial Aviation Co., of Hendon, and, as in so many other cases, closer acquaintance confirms the first impression. The designer of the machine, Mr. Fletcher, who previous

designer had to resort to a clumsy, ungainly job to get around the objectionable drilling.

From the accompanying photographs and scale drawings a good idea can be formed of the general arrangement of the new L. and P. biplane, while some of the constructional details are shown in the

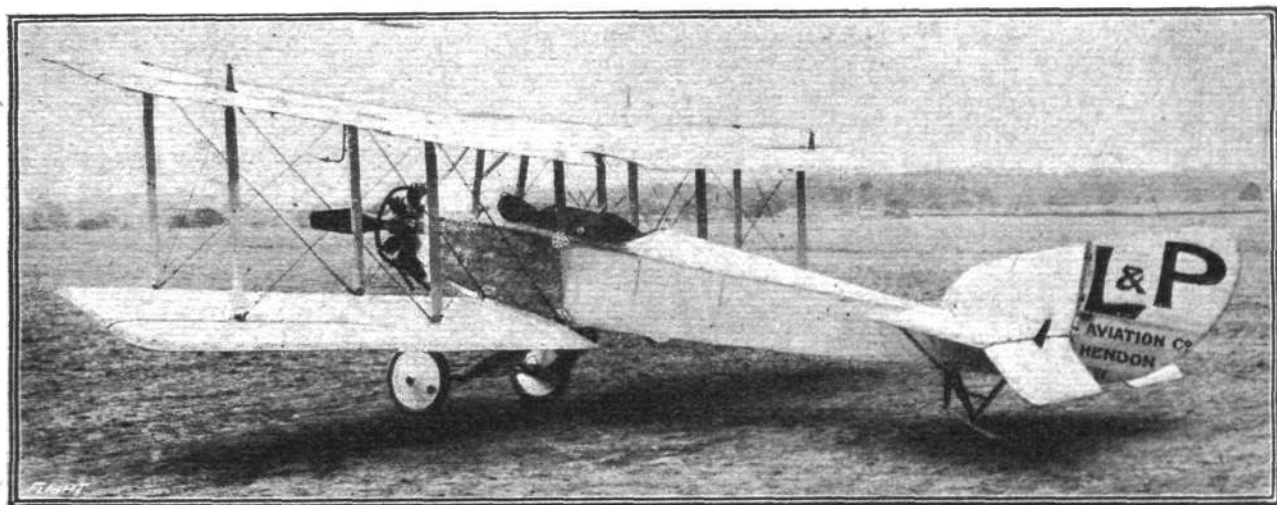


Three-quarter front view of the L. and P. biplane.

"Flight" Copyright

to joining the L. and P. firm was associated with Messrs. Martin and Handasyde of Brooklands, has managed to incorporate into a very graceful outline design a number of cleverly thought out details, and the result is a machine combining everywhere the required, and in many places a greater, factor of safety with a minimum of weight. In this connection it might be pointed out that throughout the machine

various sketches. The body, which is of rectangular section, is probably of as good a streamline form as it is possible to obtain without the use of formers and stringers. It is built up of ash rails, tapering and spindled out towards the rear, and connected by vertical and horizontal struts. In the rear portion the bracing is effected by wiring, while in front where, as will be seen, the covering consists of three-ply ash

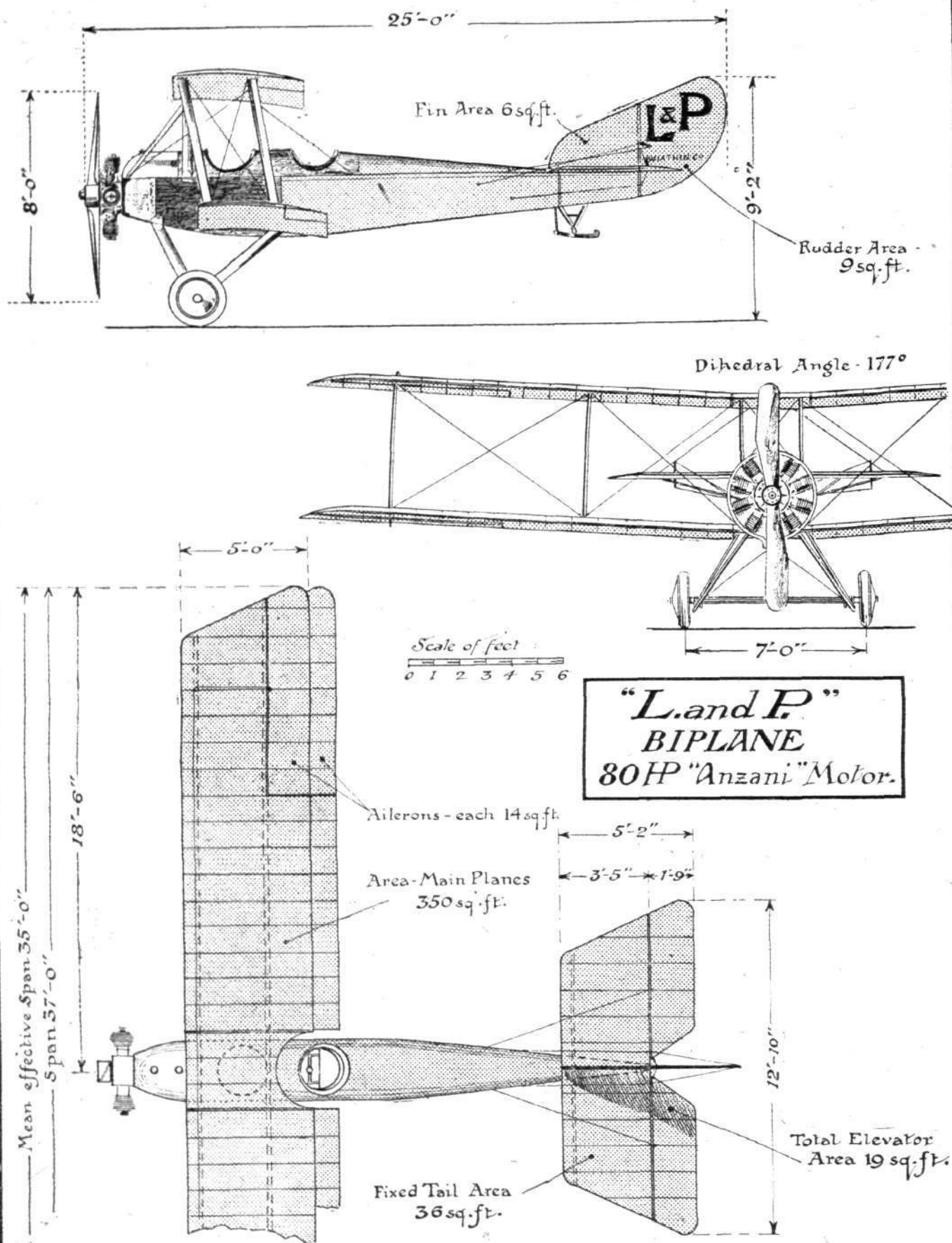


Three-quarter rear view of the L. and P. biplane.

"Flight" Copyright.

all fittings are so designed as to avoid piercing any of the important members subjected to stress, such as main wing spars, body rails, &c. It is by this means that it has been possible to cut down weight without sacrificing strength, and so well have the various fittings been thought out that nowhere has the

bracing takes the form of diagonally placed spruce struts. The wiring plates connecting the struts to the rails in the rear part of the body are some of the most ingenious we have seen, being made up of three pieces of very light gauge, the three pieces being held together by the copper eyelets in the holes for the

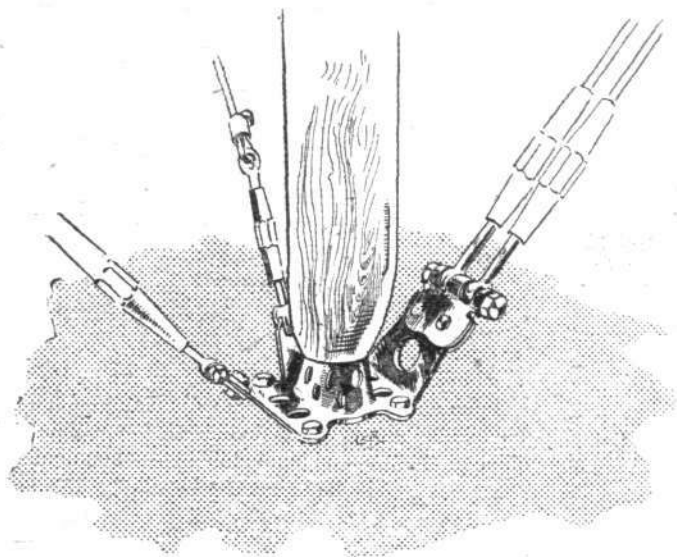


THE NEW L. AND P. FUSELAGE BIPLANE.—Plan, front and side elevation to scale.

"Flight" Copyright.

bracing wires. The fitting is quickly and cheaply made, being, as already mentioned, of very light gauge, and by making it in two standard sizes it can be employed irrespective of the taper of the body rails.

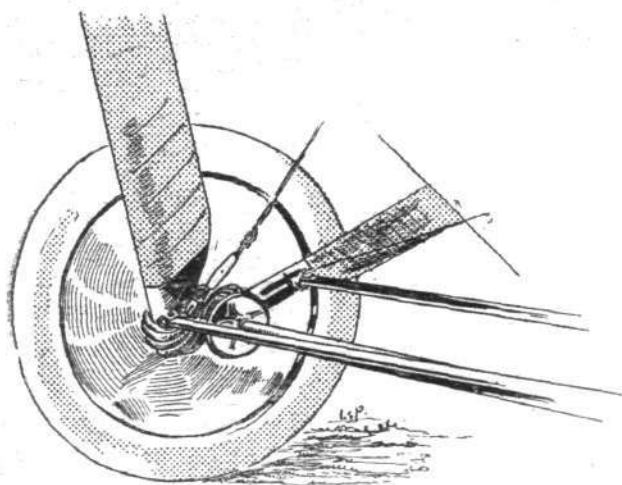
In front a number of the metal fittings take the form of large Duralumin plates serving a variety of purposes.



"Flight" Copyright.

One of the strut sockets of the L. and P. biplane.

Several of these plates can be seen in the illustrations. A turtle back, consisting in front of three-ply wood, and at the rear of formers and stringers, tops the body and helps to give the necessary depth for effectively enclosing the occupants, of whom nothing but the heads are seen when the machine is flying. The pilot occupies the back seat, and has in front of him a neatly fitted dashboard with all the usual instruments, including engine revolution counter, altimeter,



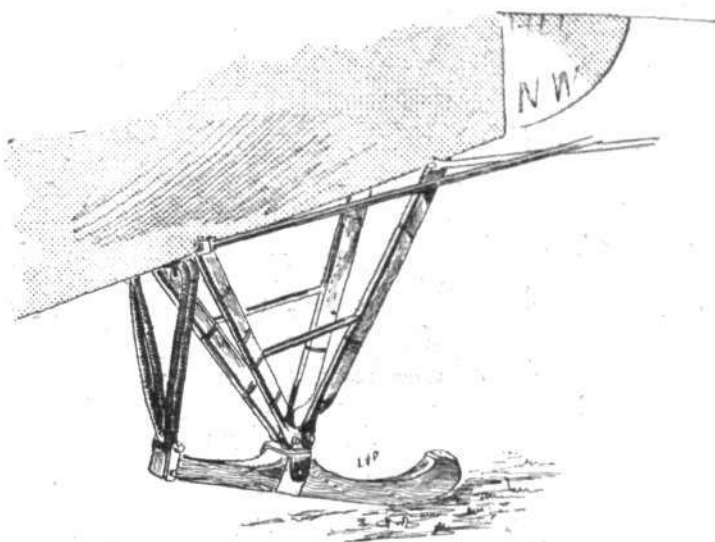
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Details of the chassis of the L. and P. biplane.

air speed indicator, clock, petrol pressure gauge, tell-tale oil glass, &c. In front of the pilot, and in a separate cockpit, is installed the passenger, whose seat is placed on top of the main petrol tank, which in turn rests on the bottom of the body. From this tank the fuel is forced by means of a pressure pump to a smaller service tank in the nose of the body. The controls consist of a central lever of wood

mounted on a longitudinal rocking shaft, and of a foot bar for the rudder.

The engine—an 80 h.p. Anzani—is mounted in the usual manner on a capping plate bolted to the rails of the body. In order to further stiffen the mounting, two tubes are taken from the bolts of the crank-case

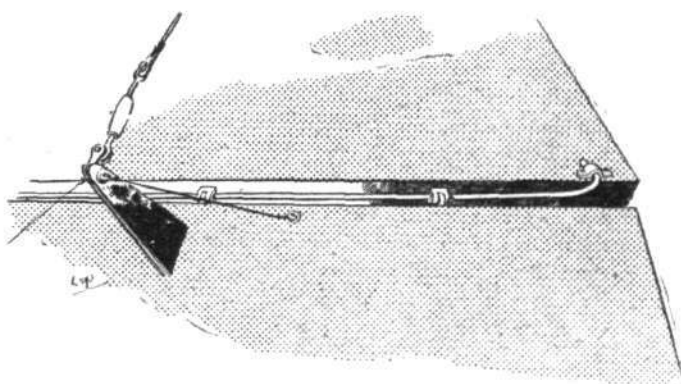


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The tail skid of the L. and P. biplane.

to the top of the inner inter-plane struts. Just behind the engine the body is covered with aluminium plates, that of the top being neatly curved to form a better entry for the air.

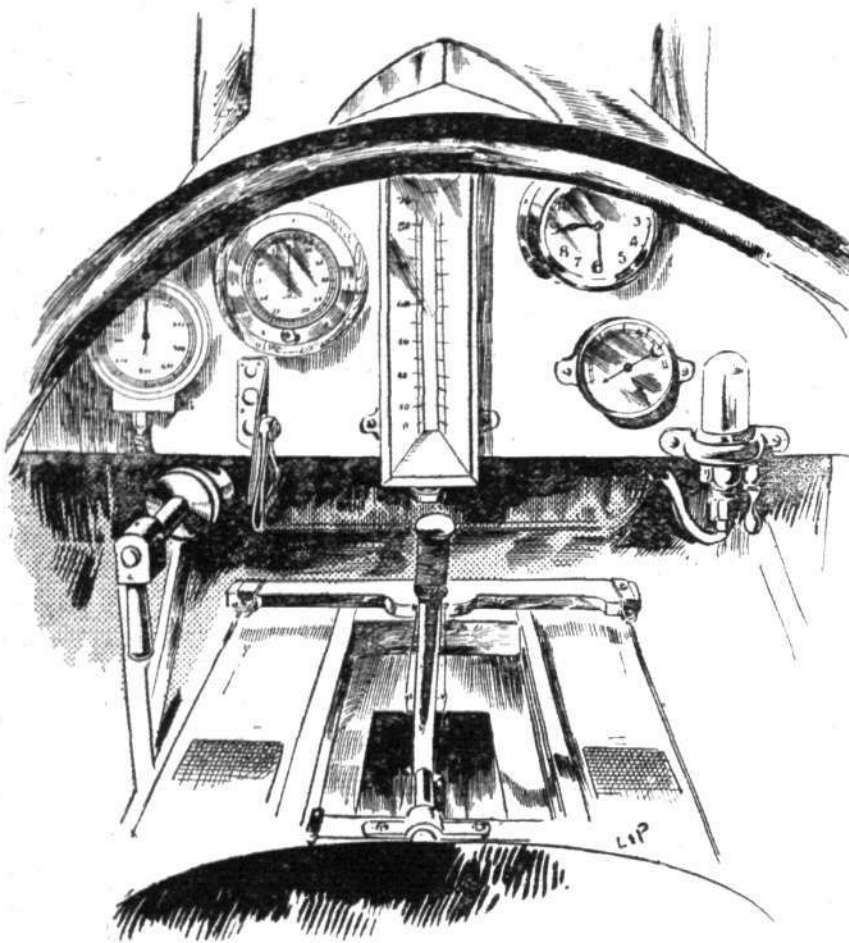
The main planes, which are of a section somewhat similar to the R.A.F. 6, with the exception that the lower surface is slightly more cambered, $1\frac{1}{2}$ in. to be exact, are characterised by heavily raked tips which tend to give the machine a "racy" appearance, and which perform the more useful function of decreasing end losses and increasing the effectiveness of the ailerons. The latter are fitted to both top and bottom



"Flight" Copyright.

Elevator crank lever and hinge on the L. and P. biplane.

planes, with the result that the machine has an ample margin of lateral control, as demonstrated a few days ago, when Mr. G. Smiles, accompanied by a passenger, put up some alarming banked turns, during which the wings were repeatedly in a vertical position. One of our sketches illustrates the attachment of the lower wing spars to short spars passing under the body.



"Flight" Copyright.
The instrument board of the L. and P. biplane.

Let into each side of the centre spars is a plate, semi-circular at its outer end and angular at the inner end. Four bolts pass through each plate and through the spar. On the inner ends of the main wing spars are two similar plates, bolted to the spars in the same manner. These latter pass outside the plates on the centre spars, and a hinged joint is formed by a long hinge-pin passing through the central hole in the end of the plates from back to front spars. One end of this pin is bent over at right angles, and is prevented from coming adrift by a small aluminium clip passed over the bent end and screwed to the inner rib of the wing. In the same sketch is shown the anchorage for the lift cables. Two magnified chain-links are secured to the spars of the centre section of the lower plane by a sturdy bolt, and as the spars themselves are at this point of generous proportions, the stresses are adequately dealt with. Another point in favour of this method of passing the spars right underneath the body is that the final point of anchorage for the lift cables is immediately below the bottom rails of the body, so that no twisting strain is imposed on the rails. At the outer ends of the chain-links referred to above is another stout bolt around which passes a plate receiving the ends of the wire strainers in the manner shown in the sketch.

One of the features of the new L. and P. biplane is the type of wiring plate and inter-plane strut socket employed. One form of these consists of a rectangular plate to which the socket is welded, provided with the necessary lips for attachment of bracing cables. At

each corner of this plate is a hole for a bolt passing through the wing and through a similar plate on the other side of the spar, minus the socket, of course. The four bolts on being tightened up cause the two plates to grip the spars, and the plates are further prevented from sliding along the spars on account of the obliquity of the bracing cables by letting the bolts into the sides of the spars to the extent of half their diameters. The fitting used for the outer struts is similar, except that here only two bolts are employed, the place of the other two being taken by two strips of the wiring plate itself bent around the side of the spar.

The hinge for the *ailerons* is formed by forked eye-bolts passing through the spars and ordinary eyebolts in the leading edge of the *aileron*. A long wire bolt runs right through all the eyebolts, thus doing away with the ordinary short bolt and nut for each hinge, which would be somewhat inaccessible in the narrow slot between the rear spar and the *aileron*. An exactly similar hinge is employed for the rudder and elevators. Regarding the various members of the tail these give the impression of being unusually large, but from the severe tests of stability carried out recently it would appear that the control organs, while being large enough to ensure that any tendency to pitching or

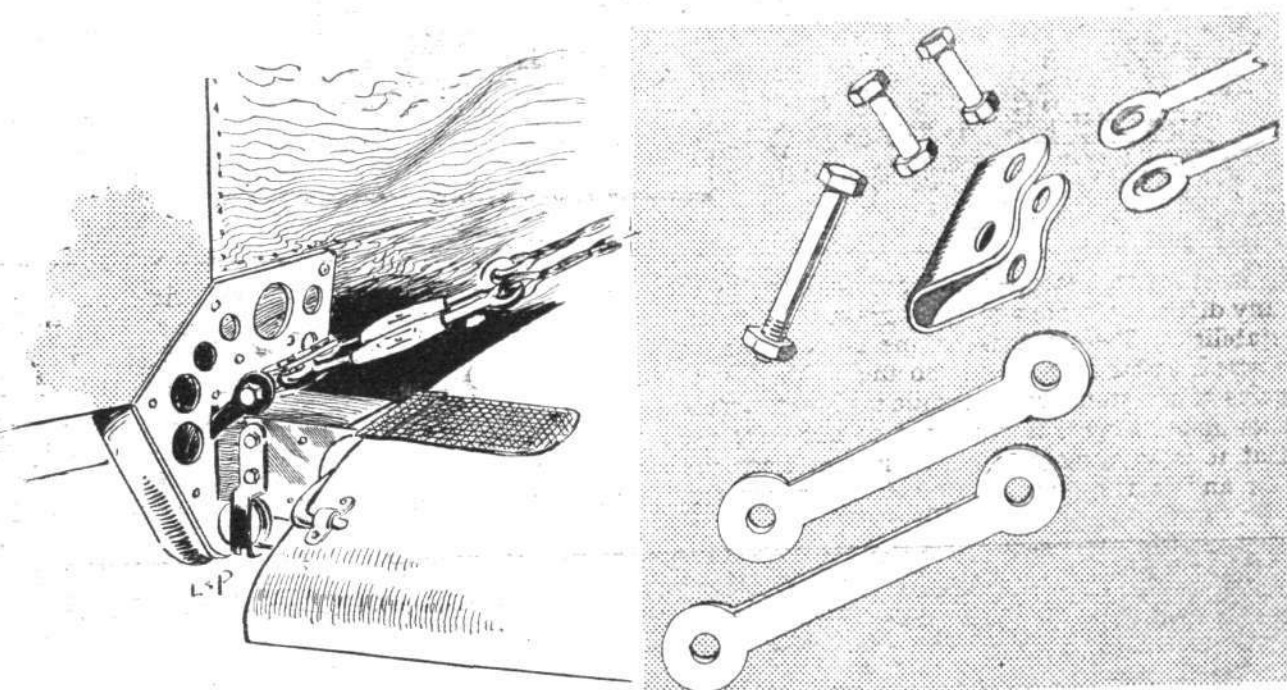


"Flight" Copyright.
Chassis and engine mounting of the new L. and P. biplane.

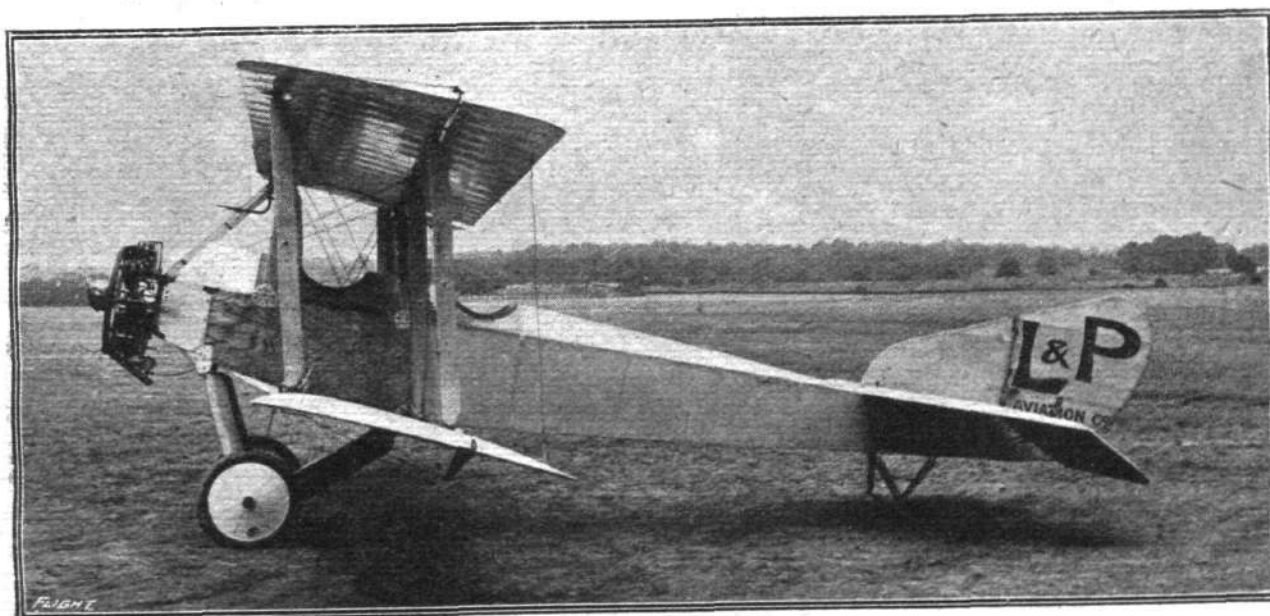


Front view of the L. and P. biplane.

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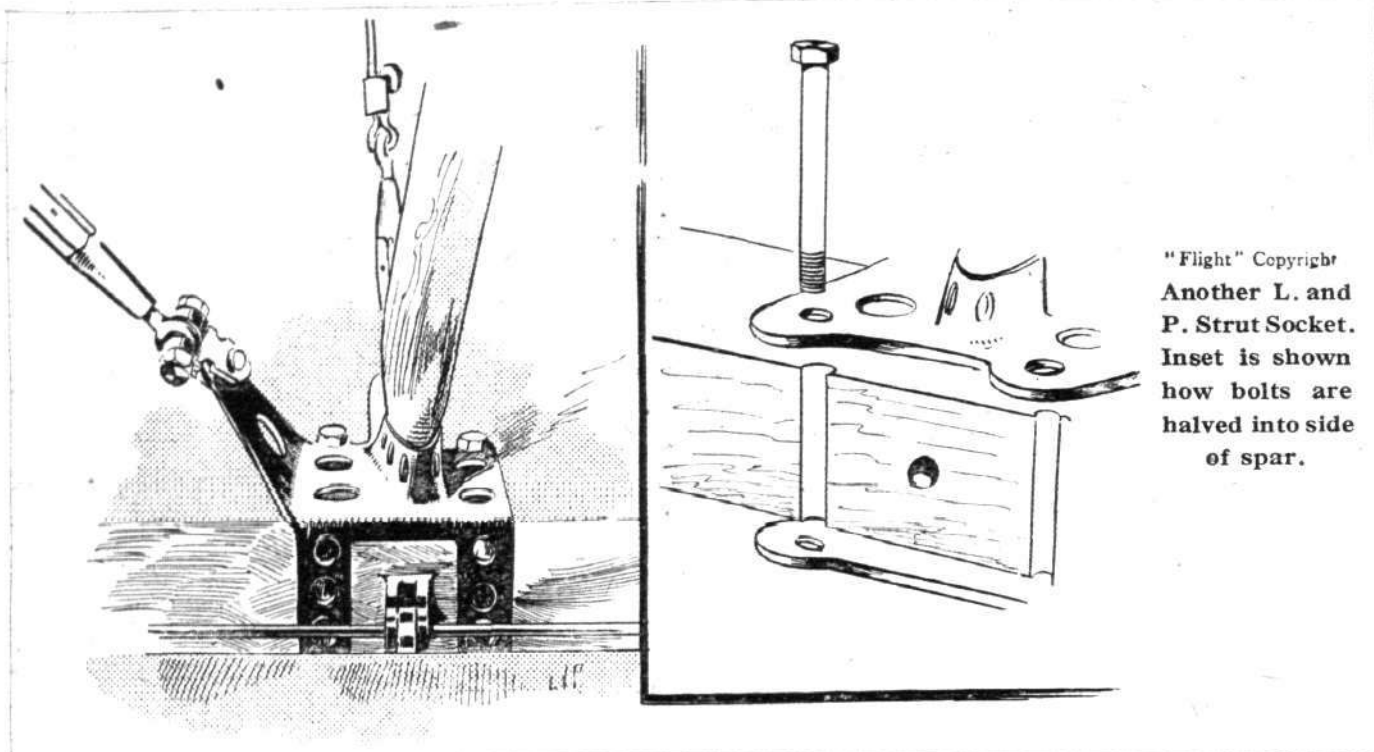


ATTACHMENT OF L. AND P. WING SPAR TO CENTRE SECTION OF LOWER PLANE.—Inset analytical sketch of the anchorage for the main lift cables.



Side view of the L. and P. biplane.

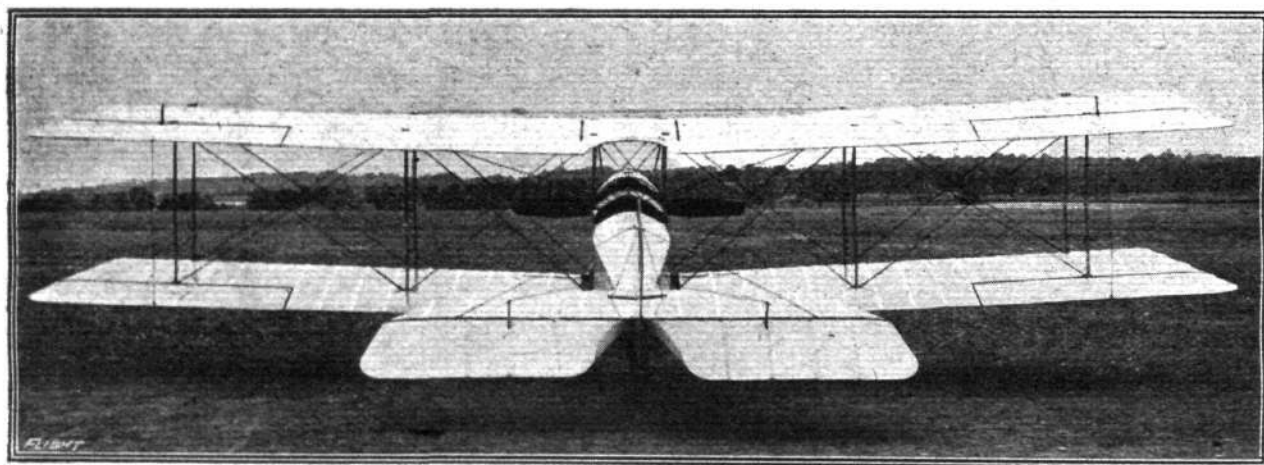
"Flight" Copyright.



"Flight" Copyright
Another L. and
P. Strut Socket.
Inset is shown
how bolts are
halved into side
of spar.

yawing is effectively stopped, are not so large as to cause any difficulty in the way of too great or weather-cock stability. The fixed tail plane is of the non-lifting type in so far as it is set at no angle of incidence to the axis of the propeller, but while its lower surface is flat its upper surface is cambered to allow for the fact that it is working in the slip stream from the propeller and in the down draft from the wings. A

are to be congratulated on their first machine of original design. The workmanship is such as no large firm would need be ashamed of, in fact it would be difficult to improve on it, and the designer, Mr. Fletcher, has good cause to be proud of the machine from an aerodynamical as well as from a constructional point of view, seeing that it has already done some very excellent performances, including looping



Rear view of the L. and P. biplane.

"Flight" Copyright.

small swivelling skid mounted on a pyramid of steel tubes, streamlined with wood fairings, protects the tail planes against contact with the ground.

When looking casually at the machine, the chassis appears to consist of four streamline wood struts supporting the axle, but on closer examination it is found that the struts are in reality steel tubes encased in a fairing of wood. Two transverse steel tubes connect the lower apices of the Vees formed by the chassis struts, and the Duralumin tubular axle is slung from the tubular struts by rubber cord.

Altogether the London and Provincial Aviation Co.

with two up, although the engine was far from being in concert trim, ticking, in fact, over at somewhere in the neighbourhood of 900 r.p.m. instead of the regulation 1,250. Even so the speed was something like 75 m.p.h., and when the new Lang propeller ordered for the machine arrives, this figure is expected to be considerably exceeded. The total weight "all up," including pilot, passenger, and three hours' fuel, is 1,400 lbs., which is very light for a machine of this size. We have no official figures regarding the gliding angle, but it appears to be extraordinarily good, probably in the neighbourhood of 1 in 10.

ARMCHAIR REFLECTIONS

by the "Dreamer"



It stood out in the long grass, for this is summertime, and although weather conditions are such that it would be hard to guess exactly the time of year, grass, seemingly independent of the coaxing warmth of the sun, grows, as it were, by almanack.

The article indicated by the pronoun in the foregoing paragraph is an aeroplane, and as I lay in the long grass watching its antics, I was amused.

For it was a windy day, one of those days when it would not be thought advisable to leave an aeroplane out in the open unattended, and it was lightly loaded, having had its engine removed, by which explanations you shall guess that it was an old machine and of no account.

In very truth it looked old; broken down with age; enfeebled by its infirmities; worn out. Its colour scheme was that of the lower back premises of an old, damp, dilapidated mansion where blue-wash, peeling from the walls, reveals white-wash, or white-wash discovers blue-wash, none may tell which.

It frisked about as the gusts struck it, heading to east and to west. It spun in a half circle and lifted its tail into the air like unto a foal spinning round and delivering its baby kick, and I fell to watching it, and as I watched, my amusement faded, and sober thoughts prevailed in their stead.

I glanced to the left, and in the shed stood its successor, resplendent in its cream-coloured dope, every wire glistening, every strainer bright with newness. Many men fussed around it, feeling its every bracing, drumming with fingers on tightened fabric, guessing at its speed and its lift and its climb, for it had not yet taken the air.

And the owner came to me and laid down with me in the grass, and told me of the old 'bus. It was not yet eighteen months old, so soon does a machine pass from the new love to the scrap-heap. I glanced at the beauty in the shed, and wondered.

Yet did the owner feel something for the old 'bus, even as I myself felt. Not a bit of timber, he reflected, had ever been replaced since she was new, all had come safely through the trying ordeals of school work, just a few new wires, or a wheel, or what not, the rest as I saw it now was as it left the builders' hands, only last year.

And the pilots, what of the men who, seated in her little blue boat, felt the thrill that comes with the first free flight into the air, the first long straight across the aerodrome at but a few feet above the ground, yet enough to bring that feeling which comes with a knowledge of conquest. I can imagine nothing in life to equal the sensations experienced by the embryo pilot landing after his first solo flight.

Doubtless many of these men who took the little blue 'bus into the air on their first trip, have had many and varied experiences since then, experiences that have brought new thrills—thrills and honours. Battles-Royal have been fought in the air. Bullets

have whistled round and about. Enemy machines have been seen to turn turtle and drop into space almost incalculable. I can imagine I hear the shout of victory given by the pilot as he sees his overcome enemy disappear beneath him, when, wheeling his machine about by a manipulation of the control learned on the little blue 'bus, he brings his magnificent warplane safely to earth in friendly lines—and the little blue 'bus gives a spin and a kick as if it knew.

I walked over and made a closer examination of the little assemblage of wood and fabric. Here was a strut that had been cracked a little, and bound up with tape. I can imagine the sound rating the pilot got from his instructor for the clumsy landing he made. Probably since that day he has broken many struts in such way as to bring nothing but praise from his superior officers.

Here, again, is a short length of fine wire twisted round a part where a rib has protruded a little. Perhaps the fingers that twisted it are at this moment busy with the trigger of a Lewis gun, or maybe, crossed upon the breast of their owner beneath the soil of France.

I am quite certain that if I were a pilot, I should want to take that little blue 'bus away somewhere and carefully store it where it could drop quietly to pieces in an honoured old age.

Well, this is all sentimentality, and deserves to be nipped in the bud. We cannot in these times afford to be sentimental, and it is obviously impossible to store all the machines that have carried blossoming pilots, so away with such dreamings.

Yet, perhaps after all, it does not do one any harm to just let one's thoughts travel for a few moments along the road indicated and compelled as the natural consequence of looking at such a thing as that old and worn aeroplane. We should be poor people indeed did we not at times have some feeling for that and those who have served us in the past.

I am perhaps too given to store up things which have associations, and dread to part with anything which for me has the power of refreshing memories, but then I am a "Dreamer," and as such, perhaps, excusable. Dreamers are funny creatures, prone to dream.

I claim, however, superior intelligence to those who make a god of the family tool box, storing up old iron, and nails, and bolts, and broken hinges, and castors, and rusty bits, of no use whatever to anybody, always forgotten when wanted, and new purchases made. I am, I say, above that, and with it I bracket china with the names of seaside resorts upon it.

Yet I have a feeling for that little blue 'bus. I feel it has intelligence. I feel that if it is left there in the wind it will, when in extremities, take itself into the air, and flying cross-country, pile itself up in a field—respectably.



Grahame-White School, Hendon.

Straights with instructor last week : Messrs. Alty, Ballard, Duncan, Drew, Fisher, Jamie, Lyles, Mills, Ormerod, Saunders, Soden, Stevens and Ward. Circuits with instructor : Messrs. Cockell and Donald. Eights with instructor : Messrs. Kay and Parkinson. Eights alone : Mr. Forster.

Instructors : Messrs. Manton, Winter, Russell, Hale and Pashley.

Beatty School, Hendon.

The following pupils were out during last week : Messrs. New, Hathaway, Gliksten, Cuthbert, Edwards, Skeet, Towson, McPherson, Garlick, Elliott, Rudd, Earl, Austen, Curry, Mitchell, Sach, Owen, Gadsden, Wood, de Wilde, Campbell and White.

The instructors were Messrs. G. W. Beatty, G. Virgilio, L. L. King, A. E. Mitchell and H. Fawcett ; the machines in use being Beatty-Wright dual-control and single-seater propeller biplanes and Caudron dual-control and single-seater tractor biplanes.

Certificates were taken during the week by Messrs. H. V. M. Hoskins, G. W. Dowding, J. A. Davy and W. W. A. R. Murdoch on Caudron biplanes.

Hall School, Hendon.

Pupils at work last week : With Cecil M. Hill : Messrs. Collier, Davis and Duncan. With P. G. Allen (for Mr. Glegg, indisposed), doing rolling practice only : Messrs. Dutton, Orton, Smith, Yuill, Mayer and Stampes. With P. G. Allen, doing good flights at 10 to 50 ft. : Messrs. Orton, Henley, Cownie, Russell and Lambert Barton.

Royal Aero Club certificate taken by Mr. Collier in excellent style.

Ruffy-Baumann School, Hendon.

Pupils out with instructor last week : Messrs. Beebe (25 mins.), Trubridge (34 mins.), Durand (8 mins.), Barnes (1 hr. 45 mins.), West (1 hr. 40 mins.), De Balme (37 mins.), Williams (50 mins.), Holmes (2 hrs. 10 mins.), Carr (32 mins.), Thomas (27 mins.), Fanshawe (1 hr. 15 mins.), Westlake (37 mins.) and Bailey (12 mins.). Pupils doing solo flights : Messrs. Williams, Durand, Beebe, Wilson and De Balme.

Three tickets taken during the week, viz. : Messrs. Durand, Beebe and Wilson, all of whom flew in splendid form.

Instructors : Edouard Baumann, Felix Ruffy, Ami Baumann and André Thomsen.

60 and 50 h.p. Ruffy-Baumann dual-control biplanes in use.

Bournemouth School.

Pupils with instructor last week : Messrs. Brandon, Little and Daniel Barlow. Rolling alone : Messrs. Kennedy, Green, Brandon, Turner, Hinchliff, Wingfield, Ross, Montgomery, Holland, Owen and Wilmott. Doing straights : Messrs. O. Wilson, H. Smith, Adamson, Barlow, Daniel, Scaramanga, Hammersley, Little, J. B. Smith, Pritt and Fenn. Half circuits alone : Messrs. J. Wilson, Barlow. Mr. Barlow practising certificate tests.

Instructors : Messrs. S. Summerfield and E. Brynildsen.

35, 45 and 60 h.p. Caudron biplanes in use.



Three pilots who have recently secured their Certificates at the Ruffy-Baumann School, Hendon.—(1) Mr. A. R. Cox, (2) Second Lieut. A. W. Williams, (3) Mr. W. Whitaker.

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PERSONALS.

UNDER the above heading will be published weekly particulars of a personal character relating to those who have fallen or have been wounded in the country's service, announcements of marriages and other items concerning members of the Flying Services and others well known in the world of aviation. We shall be pleased to receive for publication properly authenticated particulars suitable for this column.

Casualties.

Captain GEOFFREY ASTELEY BURNEY, R.F.C., who was killed on July 7th, was born in 1884, and was the younger son of Arthur G. Burney, of The Weir, near Hereford. When war broke out he was engaged in work for the British Museum in Siberia, and returned with great difficulty and after many delays to join the Army. He received a commission in the Scottish Horse in October, 1914. He was attached to the Royal Flying Corps in August, 1915, received his pilot's certificate in October, and went to the front in December, attached to No. 4 Squadron. In January he was promoted Flight-Commander. On the day of his death the Brigadier-General wrote: "His work in the air was beyond praise"; and his Commanding Officer: "He was by far the ablest and one of the very bravest artillery observers I have met."

Captain CHARLES D'ARCY EDMUND WENTWORTH REEVE, Suffolk Regiment and Royal Flying Corps (killed on July 18th whilst flying), was younger son of Mr. C. S. Wentworth Reeve, Thorpe Satchville, Melton Mowbray, and Livermere Park, Bury St. Edmunds. He was 21 years of age, and after entering the Suffolk Regiment he specialised in aviation and obtained rapid promotion. He held the rank of Temporary Captain whilst Flight-Commander in the R.F.C.

Lieutenant JACK C. SIMPSON, R.F.C., killed in action on July 1st, was the son of Mr. and Mrs. Simpson, of Guelph, Canada. When on early morning patrol duty on July 1st, he was attacked by no less than six German machines, against whom he put up a splendid fight, his machine at last coming to ground between the British first and second line of trenches.

Second Lieutenant WALTER WILLIAM GORDON BEATSON, R.F.C., killed whilst flying at Hounslow on July 18th, was the youngest son of the late Mr. W. W. G. Beatson and Mrs. Beatson, of Shortlands, Kent, and grandson of the late Major-

General Beatson, R.E. He was educated at Stubbington House, Fareham, Hants., and Uppingham. Leaving the latter in December, 1915, he obtained a commission in the R.F.C. in May, 1916. He only came to Hounslow from Brooklands, where he had previously been flying, on the day of his death. His eldest brother, Lieutenant R. S. M. Beatson, was killed in the fighting near Albert on July 2nd, 1916. He has another brother, Lieutenant C. G. Beatson, also in the R.F.C.

Married and to be Married.

A marriage has been arranged, and will shortly take place, between Captain H. ERIC DIXON, Middlesex Regiment and R.F.C., elder son of the late Mr. A. E. Dixon, of Eastbrook Hall, near Cardiff, and of Mrs. Dixon, Stonehouse, Gloucester, and MURIEL, second daughter of Lieutenant-Colonel F. K. P. METFORD, V.D., and Mrs. METFORD, of Fox Elms, Robinswood Hill, Gloucester.

A marriage has been arranged, and will take place in October, between CECIL LYNDON BLAKE, R.F.C., eldest son of Captain H. Lyndon Blake, Resident, Sokoto, Northern Nigeria, West Africa, and Mrs. Blake, Ingledene, Forester Road, Bath, and MARGARET ELEANOR, twin daughter of the Rev. MONTAGUE HARDEY, Sub-Chanter of Lichfield Cathedral, and Mrs. HARDEY, The Close, Lichfield.

Items.

Mr. W. B. Ellis, of Glendower, Fenham, Newcastle-on-Tyne, received on Saturday last a letter from his son, Lieutenant W. BAXTER ELLIS, R.F.C., officially reported missing since July 3rd, stating that he is safe and well, and is being kindly treated by officers of the German Flying Corps. He had the bad luck to be brought down by anti-aircraft guns and a couple of Fokkers. The letter had been dropped by a German machine over the British lines. Lieutenant Ellis is a grandson of Sir Joseph Baxter Ellis, of Newcastle-on-Tyne.

THE FLYING SERVICES FUND—Administered by THE ROYAL AERO CLUB.

THE Flying Services Fund has been instituted by the Royal Aero Club for the benefit of officers and men of the Royal Naval Air Service and the Royal Flying Corps who are incapacitated on active service, and for the widows and dependants of those who are killed.

The Fund is intended for the benefit of all ranks, but especially for petty officers, non-commissioned officers, and men.

Forms of application for assistance can be obtained

from the Royal Aero Club, 166, Piccadilly, London, W.

Subscriptions.

	£	s.	d.
Total subscriptions received to July 18th, 1916	10,783	17	7
Collected at the Westland Aircraft Works, Yeovil (Forty-first contribution)....		0	18 3
Officers and Men of the Royal Naval Air Station, Chingford....		12	10 1

Total, July 25th, 1916 ... 10,797 5 11
166, Piccadilly, W. B. STEVENSON, Assistant Secretary,

Flying Across Germany.

THE first news of the flight of a French aviator appeared in a report from Pinczow to the *Krakauer Zeitung*, of Cracow, which stated that a French aeroplane was observed by Austrian and German soldiers landing near Kawenczu (roughly 60 miles from the Russian lines) in a field. The soldiers approached the machine, and the aviator, on seeing them, tried to escape. He was captured, and then stated that he was a French officer who had flown from Nancy, crossing the whole of Germany in his journey.

The officer, who was making for Rovno, when he learnt that he had come down behind the German lines, broke down through disappointment. The machine is of the Nieuport type.

It was officially announced in Paris on July 24th that Lieut. Marchal flew over Berlin on the night of July 20th, dropping some leaflets. He continued his journey towards the Russian front, but was forced by engine trouble to land at Cholm in Poland, when only 63 miles from the Russian trenches.

He left Nancy at 9.30 on the evening of June 20th on a special type of Nieuport monoplane carrying enough petrol—the tank capacity being 165 gallons—for a 14-hour flight. He reached Berlin without difficulty, and dropped a proclamation, in German, which was prefaced: "We might

have bombarded the open town of Berlin and thus killed women and innocent children, but we contented ourselves with throwing the following proclamation:—TO THE PEOPLE OF BERLIN.—Many clear-sighted Germans know to-day that the war was let loose by the military advisers at the Berlin and Vienna Courts. All the official and semi-official lies and perversions cannot do away with the fact that the German Government, with the connivance of the Austrian Government, desiring this war, consciously and with premeditation made it inevitable."

Lieut. Marchal is now interned at Salzerbach, from where he has sent the following information:—

"I was made prisoner on June 21st at 8.30 in the morning at Cholm. Austrian officers were disinclined to believe what I had done, but proof came and they had to admit the truth. It was sparking-plug trouble which made me come down. I landed, changed two plugs, and started the motor again, but unfortunately two others wanted changing and I was captured. Imagine my sorrow."

Lieut. Marchal in this flight travelled about 811 miles, mostly in night flying.

This official estimate is rather under than over the distance, as it is claimed that as the crow flies it is some 400 miles to Berlin, and about 440 miles from there to Cholm.

QUESTIONS IN PARLIAMENT.

R.A.F. Witness at the R.F.C. Inquiry.

MR. BURGOYNE, in the House of Commons on July 19th, asked the Secretary of State for War if he is aware that in the case of a witness from the Royal Aircraft Factory who recently appeared before the Judicial Committee as Mr. A, although his name was given in confidence to the said Committee, Colonel O'Gorman, on the afternoon of that day, communicated to the assistant superintendent of the factory, Major Heckstall-Smith, the fact that the said witness was a viewer, Mr. Valentine, and as a result Mr. Valentine was taken seriously to task by the assistant-superintendent; and will he say what action he proposes to take?

MR. FORSTER: Mr. Valentine's name was not disclosed by Colonel O'Gorman. Major Heckstall-Smith identified Valentine from the Press reports of his evidence, and on his own initiative had an interview with Valentine to enable him to investigate the breaches of discipline, &c., on which Valentine had given evidence. He had no intention of taking Valentine to task, but assured him at the interview that he had a perfect right to hold any opinion he liked, and that nothing he said would be used to prejudice his position. No disciplinary action whatever had been taken against Valentine.

A similar question was asked on the following day by Mr. Bennett-Goldney.

MR. BENNETT-GOLDNEY also asked whether, as the War Office itself set up the Air Committee to inquire into certain allegations made against the administration of the Air Services in this House, if the recruiting officer concerned received an official or unofficial message from the War Office to issue a warrant for the arrest of one of the principal witnesses giving evidence before the Committee as an unattested man; and whether, as the hon. Member for East Herts had been medically examined and placed in a class for Home defence, he will give an assurance, so as to prevent any possible misunderstanding, that the question of issuing such a warrant at such a time was not intended in any way to prevent any evidence being given, but that it was purely a matter of indiscriminate routine?

MR. FORSTER: I cannot find that any warrant for the arrest of the hon. Member for East Herts was ever issued or contemplated. He was called up automatically, and any suggestion that there was any departure from the usual procedure or that there was any interference of any sort or kind by superior authority in this case is without foundation. As a fact, what took place was, as the hon. Member suggests, "a matter of indiscriminate routine." The House, and also the hon. Member for East Herts, will, I am sure, agree in desiring that no discrimination should be made in this matter in favour of Members of the House.

Waste of Petrol at Aerodromes.

MR. KING, on July 19th, asked the Financial Secretary to the War Office, who had outlined the steps taken to prevent waste of petrol in camps, if similar care was taken with the waste of petrol that is going on at aerodromes, which was very great.

MR. FORSTER promised to communicate with the proper authorities.

Aircraft Raids and Compensation.

MR. CROOKS asked the Home Secretary on July 24th whether steps will be taken to provide that workmen injured by enemy air raid or bombardment shall be compensated on the same basis as under the Workmen's Compensation Act when the accident is in any sense due to the nature of the employment.

The Under-Secretary of State for the Home Department (Mr. Brace): I am advised that according to recent judicial decisions a workman injured by air raid or bombardment in the course of his employment will be entitled to compensation under the Act as it stands at present, if he can show that by reason of his employment he was exposed to special risk not shared by the public at large.

R.N.A.S. Schools.

MR. SHIRLEY BENN asked the First Lord of the Admiralty whether further aerodromes are required for training in the Royal Naval Air Service; and whether the demands in this direction, although maintained by the highest expert authority and advice, are receiving the support of the Treasury.

Dr. Macnamara: The training schools of the Royal Naval Air Service, for which approval has been given to date, are considered sufficient to meet the requirements of that Service. All large works undertaken by the Admiralty, such as these, are carried out with the concurrence of the Treasury.

The Lights o' London.

SIR C. KINLOCH-COOKE asked the Home Secretary whether his attention has been called to the observation made by the magistrate at Highgate when a householder was summoned for showing too bright a light at 10.14 p.m.; whether the penalty for the offence is £10 and the householder was only fined 1s.; and whether, in view of the danger caused by showing a bright light after the specified hour, he can see his way to make some statement supporting the inspector who gave evidence on that occasion in support of the action taken by the police?

MR. SAMUEL: From the remarks made by the chairman of the Bench when passing sentence in this case it would appear that the justices took into consideration the explanations offered, and particularly the fact that the occurrence took place very shortly after lighting-up time. No intervention on my part appears to be called for. The maximum fine that can be inflicted in such cases is £100.

R.F.C. Aerodromes.

MR. PROTHERO asked the Secretary of State for War whether he is aware that in February last the Army Council, under the Defence of the Realm Act, took possession of some 112 acres of land at "Blank," in Hertfordshire, only 12 acres of which are grass, and that on July 13th last it was intimated that a further 100 acres of arable land adjoining the land taken in February would be required; whether he is aware that this leaves the owner with no arable land on which to support a valuable herd of shorthorns; whether the policy of taking arable land for flying stations or pilot schools is likely to be extended; and whether he will consider the desirability, in the interests of food supplies, of obtaining the requisite areas from grass land rather than from arable land?

MR. FORSTER: If I have identified "Blank" correctly, the answer to my hon. friend is that before the site in question was finally selected all the land in the locality was carefully reconnoitred, with the result that no other site suitable could be found. I can assure my hon. friend that it is the policy of the Department to avoid taking arable land where other land is available; and in the case of the Royal Flying Corps there are technical reasons connected with the work of that Corps, apart from the important question of food supply, why arable land should be avoided.

MR. SHIRLEY BENN asked whether further aerodromes are required for training in the Royal Flying Corps; and whether the demands in this direction, although maintained by the highest expert authority and advice, are receiving the support of the Treasury?

MR. FORSTER: The answer to the first part of the question is in the affirmative, and also the second part if I have put the correct construction upon it.

MR. WATT: Is the hon. gentleman aware of the extraordinary difficulty of getting a transfer from the class of observers into the class of pilots, and ought that to be so?

MR. FORSTER: It is obvious that there must be some difficulty in a highly technical occupation such as observing pilots.

The Supply of Pilots.

MR. ASHLEY, on July 25th, asked the Secretary of State for War whether he is satisfied with the supply of pilots; and whether, in view of the growing demands of the Air Service, he will consider the claims of our public schools as nurseries for the future supply?

MR. FORSTER: I am advised that the supply of pilots is at present satisfactory. The answer to the second part of the question is in the affirmative.

Egypt as a Training Ground.

MR. PETO asked the Secretary of State for War whether the meteorological and geographical advantages of Egypt have been considered for training pilots for the Air Services; and whether he proposes to establish aerodromes there before the coming winter?

MR. FORSTER: The answer to both parts of the question is in the affirmative.

JULY 27, 1916.

FLIGHT

AIRCRAFT WORK AT THE FRONT.

OFFICIAL INFORMATION.

British.

General Headquarters, France, July 20th.

"Yesterday our aeroplanes carried out successful bombing enterprises by day and night. Many tons of explosives were dropped with marked success on railway centres, enemy aerodromes, and other important points. One hostile aeroplane was destroyed, and several others were forced to the ground in a damaged condition.

"Since the 16th instant four of our machines have failed to return to our lines."

General Headquarters, July 21st.

"Taking advantage of the fine weather, the Royal Flying Corps yesterday continued their bombing operations against points of military importance, with successful results.

"Hostile aircraft were inactive until the evening, when a good deal of fighting took place behind the German lines. One of our offensive patrols encountered 11 German machines, as the result of which 3 enemy aircraft were shot down, 1 bursting into flames.

"Another encounter between four of our machines and six of the enemy's lasted for 45 mins. One Fokker was then shot down, and on another being badly damaged by our fire the remaining four broke off the fight. During many other combats in the air a fifth German aeroplane was forced to the ground. Our total losses during the day were one machine."

General Headquarters, July 22nd.

"Yesterday our airmen destroyed six hostile aeroplanes and forced several others to the ground in a damaged condition. One of our own machines was brought down by gunfire and two others are missing."

War Office, July 22nd.

"*Egypt.*—Hostile aircraft made an attack on Suez yesterday, causing a few casualties."

War Office, July 23rd.

"*Mesopotamia.*—Certain claims were made in the Turkish official *communiqué* of the 19th inst., to the effect that seven vessels had been captured on the Euphrates and the English detachments had been defeated in the neighbourhood of Basra, with the loss of an aeroplane. General Lake reports that these incidents are purely imaginary."

French.

Paris, July 19th. Evening.

"A German aeroplane was brought down by the fire of our special guns near Braine (east of Soissons). The aviators were taken prisoners."

Paris, July 20th. Afternoon.

"In the region of the Somme a German aeroplane was brought down yesterday afternoon by one of our pilots to the east of Peronne. Another enemy aeroplane, after being attacked by our machines, fell to the ground near Gremilly (Verdun region) and was dashed to pieces."

Paris, July 20th. Evening.

"Our bombardment aeroplanes carried out numerous operations during the night of July 19th-20th. The stations of Thionville, Montmédy, Brioules, and bivouacs near Azannes (Verdun region), and the station of Roisel (Amiens region) were subjected to a rain of projectiles.

"Another group of our aeroplanes also dropped eight heavy shells on the military establishments of Lorrach (north-east of Bâle)."

Paris, July 21st. Afternoon.

"During the day of the 20th and last night our air squadrons bombarded several important points on the enemy front. The railway stations of Conflans, Mars-le-Tour, Longuyon, Brioules, and the railway junction at Ham were vigorously bombarded with heavy bombs."

Paris, July 21st. Evening.

"A German aeroplane this morning dropped several bombs on Belfort. The material damage was insignificant."

Paris, July 22nd. Afternoon.

"Yesterday one of our air squadrons bombarded three times the railway station of Metz-Sablons. One hundred and fifteen large bombs were dropped on the station buildings and the sidings. Much damage was done. A German aeroplane which went in pursuit of our squadron was brought down. One of our machines, which was obliged to descend owing to engine trouble, has not returned.

"This morning a German aeroplane dropped bombs on Belfort. No lives were lost, and no damage was done."

Paris, July 22nd. Evening.

"Contrary to what was stated in this morning's *communiqué*, all the French aircraft which took part in the bombardment of the railway station of Metz-Sablons returned to our lines."

Paris, July 23rd. Evening.

"During the day of July 21st, our aircraft bombarded the railway station of Vigneulles, and during the night of July 21st-22nd the station of Thionville, where three large fires broke out, the station of Arnville, and those of Laon and Saint Erme.

"During the night of July 22nd-23rd our aircraft again bombarded the station and military establishments of Thionville. One hundred and fifteen bombs were dropped altogether during these expeditions.

"On the morning of July 22nd a group of 12 French aeroplanes bombarded the military establishments of the town of Mulheim, on the right bank of the Rhine. Many projectiles were dropped on the railway station and the barracks, and most of them are reported to have struck their mark. On their return from this expedition our aircraft fought an engagement with an enemy squadron. Four German machines were brought down by our aviators, and were smashed. Two of ours had to land in the enemy's lines.

"This morning a German aeroplane bombarded Belfort, causing only material damage."

Paris, July 24th. Afternoon.

"Last night a German aeroplane dropped bombs on Lunéville. One person was wounded.

"Sub-Lieutenant Chaput yesterday brought down his eighth enemy aeroplane, which fell near Fresnes-en-Woevre.

"A second German aeroplane, attacked at close range by one of our airmen, fell and was smashed near the Vaux Fort.

"During the night of the 22nd-23rd and the day of the 23rd our bombarding aeroplanes dropped eight shells on Conflans Station, 40 on the barracks near Vigneulles, and 25 on the barracks and aerodrome at Drieuze."

Paris, July 24th. Evening.

"One of our pilots, Sub-Lieutenant Delorme, already mentioned six times in Army Orders, has just distinguished himself by a series of bombardments on the railway stations held by the enemy."

Russian.

Petrograd, July 17th.

"One of our reports describes a fight in the air which took place over the enemy's encampments west of the Dvinsk positions, and which was remarkable for the coolness and courage displayed by our airmen. The volunteer airman, Puchkel, and the observer, Second-Lieutenant Kovenko, set out on an air reconnaissance. Beyond Aheli railway station our machine was suddenly attacked from the rear by a Fokker. The first shots wounded Lieutenant Kovenko in the hand, but this did not prevent our machine from wheeling round, and in its turn attacking the enemy, who was put to flight. After that our machine continued its reconnaissance, which it carried to a successful conclusion. Beyond Rakishki railway station the Fokker again attacked our machine, damaging it in several places by well-aimed fire. Nevertheless, under our machine-gun fire the Fokker rapidly flew off out of sight, but it soon returned and attacked our machine for the third time, just when Lieutenant Kovenko, in spite of his wound, was stopping up a hole which a bullet had bored in the radiator to prevent leakage of water, which would have forced our machine to land all too soon. Lieutenant Kovenko received a second wound, this time an explosive bullet in the stomach, but in spite of the gravity of the wound he completed his task and sat down again at the machine, opening fire. The Fokker was soon brought down. Puchkel, in spite of the serious damage to his machine, which was gradually coming down, and of the fire of the enemy batteries below, continued his flight, and with amazing courage and presence of mind brought the machine back to the aerodrome, with Lieutenant Kovenko gravely wounded and unconscious."

Petrograd, July 19th.

"Early yesterday morning four enemy aeroplanes dropped thirteen bombs on the town of Reval.

"Enemy aviators have shown great activity on the front south of the Dvina region to the district of the Pinsk marshes."

Petrograd, July 20th.

"On Tuesday 17 enemy aeroplanes made a raid on the station at Zamirje (north-east of Baronovitchi). As a result of 27 bombs thrown upon the hospital and ambulance station three persons of the medical staff were killed and five other men injured. Of the patients in the hospital 100 were killed and 23 men wounded."

German.

Berlin, July 18th.

"Three Russian aeroplanes attacked our light naval forces at the entrance to the Gulf of Riga and unsuccessfully dropped bombs. Our anti-aircraft fire brought down one and compelled both the others to retreat."

Berlin, July 19th.

"Our air-squadrons successfully dropped numerous bombs on the railway stations at Horodzieja and Pogorjelzy, on the Minsk line, in the direction of Baronovitchi, on which there is much traffic."

"Early on Tuesday some German seaplanes dropped bombs on some enemy cruisers, torpedo-boats, and submarines, and the military buildings at the naval port of Reval. Numerous undeniable hits were obtained on the enemy's forces. For instance, four bombs were dropped on a submarine, and in the docks great conflagrations were caused. Despite heavy firing from the land and counter-attacks from enemy aeroplanes all our seaplanes returned safely to our naval forces, which awaited them off the Gulf of Finland. Though owing to the clearness of the weather our naval forces could be observed from the shore very early and their whereabouts were ascertained by an enemy aerial reconnaissance no enemy naval forces were sighted."

Berlin, July 20th.

"Near Arras, Peronne, Biaches, and Vermand enemy aeroplanes were shot down, two of them being brought down respectively by Lieutenants Von Wintgens and Von Hoehn-

dorff. The Emperor has conferred the order 'Pour le Mérite,' on Lieutenant von Hoehndorff, who, it is now announced, shot down another French biplane south-east of Peronne on July 15th."

Berlin, July 21st.

"In the course of an air fight a hostile aeroplane was shot down and destroyed south of Pozières, while another fell into our hands north-east of Bapaume."

Berlin, July 22nd.

"Both day and night aerial activity on both sides has been very great. Repeated bombing attacks by the enemy caused little military damage, but there were losses among the population in Laon, one woman being severely wounded and three children killed. The enemy lost seven aeroplanes in an air fight, four south of Bapaume and one each south of Arras, west of Combles and near Roye. Lieutenant Wintgens placed *hors de combat* his tenth and eleventh, and Lieutenant Loehndorf his tenth enemy aeroplane. The Kaiser has conferred the Order Pour le Mérite on Oberlieutenant von Althaus, in acknowledgment of his achievements. Oberlieutenant von Althaus, near Roye, brought down a French biplane."

Berlin, July 23rd.

"The towns of Muelheim and Brisingow and the surrounding villages were yesterday bombed by a French air squadron. In the course of an air fight we shot down two enemy aeroplanes, and replied to the attack by bombarding the town of Belfort."

Austrian.

Vienna, July 24th.

"On Sunday night Austrian naval aeroplanes dropped bombs on San Giorgio and Monfalcone."

Turkish.

Constantinople, July 24th.

"Enemy airmen flying over Sedd-ul-Bahr (Cape Helles) were driven off by our fire."

From Other Sources.

Some account of our airmen's work at the opening of the great battle may be gathered from the following notes sent roughly in diary form by one of them in a letter to his friends at home, and published in the *Daily Mail* :—

"Three Nieuport scouts arrive. Fat little slug-like things they are, capable of terrific speed, and easily manœuvred. They have rockets for the destruction of the Hun sausages (kite balloons). These must not be allowed up during the strafe as they see far too much. So these Nieuports have come over specially to give some of them their *coup de grâce*."

"At night we hear on the 'phone that a Zeppelin is over the lines, but it is very doubtful."

"I am flying to-day early in the morning, so I shall see something of it now. We are going up to do a two hours' patrol and a target! Early in the morning we clamber into our machines and head for the lines. It is fairly obvious that something is doing down below, though we view it in a very dispassionate sort of way. Clouds of dust are obscuring the trenches and flashes are seen on every side, to be shortly followed by a mushroom puff of smoke as the shell explodes. Our battery is some time getting ready for us, but at last we are over the target and 'spotting' for our friends the gunners. It is a certain point in a trench we are going for, and we can see the brown earth being upheaved as the shells draw near their mark. 'Archie' (the anti-aircraft gun) puts up one or two at us, but does no harm. Our patrol done, we fly home to a rest till the evening."

"In the afternoon we are all excitement to see the 'sausages' strafed, but they are obscured by mist. One after the other the Nieuports leave the ground and hustle off to their goals. Each has his complement of rockets on board ready to be shot forth at the touch of a button. We wait for their return, and are delighted to see a flaming red mass fall to the ground far away. Soon the first machine returns and is surrounded by eagerly questioning groups. His answer is 'Yes,' and we greet it with a cheer. High up aloft we see number two. It is obvious that he has succeeded, for he is throwing loops and doing stunts all over the place. It is very simple. The hostile sausage is seen, and our pilot dives from 8,000 ft. Soon the unwieldy bulk of the machine is on his sights, but it sways from side to side as the winch exerts full power to bring it down. It is of no avail. The moment has arrived, and the pilot presses his button. Simultaneously he does a vertical 'bank' to avoid crashing into the billowy mass in front. Eight fiery rockets left forward. Six find their billet. A

ribbon of flame springs into being along the length of the bag, and it slowly descends. But not for long. The flames spread into one terrific flash, and the blazing remnants crash headlong to earth, 5,000 ft. below. All the pilots bring back the same tale of success. But one thinks of the men in the balloon. They have not had a fighting chance, no opportunity to seize a parachute, and try one leap for safety. They must go down with the ship, in one last crash into oblivion. *C'est la guerre!*

"We are again up early in the morning, doing another target over the lines. The huge guns belch forth a red splash of flame and leap bodily backwards. It is a terrific spectacle when all four are fired together and leap off the ground in their furious discharge. To-day is very favourable for gas, and we know it will be let off at about 11.30. There is not much doubt about it when it is."

"At last the great day arrived. There was a terrific intensive bombardment from 6.35 to 7.30, tons of metal being hurled over into the German lines. From above it was impossible to see anything owing to terrific clouds of dust. Flashes came from all directions as the shells went hurtling on their errand of death."

"Finally at 7.30 two huge mines were sent up, and the first wave of infantry swept over. The cloud of dust and debris became even denser. Our 'contact patrol' machines could see nothing of the movements of our troops."

"In the afternoon I was up from 2 till 4, and never have I seen such a sight. The shell pitted earth looked like some diseased monster all pocketed and holed, with two terrific holes where two mines had gone up."

According to the *Times*, an officer in the Royal Flying Corps writes :—

"We have evidently accomplished the first state of the push. Lord! the country is a sight where all the fighting is going on. I came back over it the night before last. We were attacked by three Huns, one with a double engine. There were three of us. We were 35 miles east of the lines, and we drove them off and sent two down (not crashes though), and continued our job. I was very pleased, as my observer did splendidly, as my gun wouldn't fire, and the other two never saw the Huns for ages. I had seen and kept watching them for a quarter of an hour. One ought to have got us, as he dived right on me, but I think we hit him a good hit. Did I tell you the Huns dropped a note yesterday, 'Please give your bloody Flying Corps a rest.' We give them no peace now, and we do offensive patrols up and down their lines."

In an article in the *Matin* on a visit to the Somme front Senator Henri Bérenger says of the British guns:—

"The range of the monster 15-in. howitzer is regulated by aeroplanes. Its fire is extremely exact, and every minute it hurls a giant shell of 715 lbs. charged with a secret explosive."

In this connection a wounded German informed a correspondent of the *Frankfurter Zeitung* that the range finding for the British guns was effected with extraordinary precision by the British aviators. Every small column and every machine-gun was located from the air and bombarded with the greatest precision.

Moreover, the British did not content themselves merely with this reconnoitring work, but took an active and audacious part in the fighting on the ground.

The German was discreetly silent as to what the German aeroplanes were doing all this time.

The *Berlingske Tidende* states that at the end of last week two Zeppelins were patrolling the entrance of the Cattegat. The Zeppelins were accompanied by submarines. Several neutral and British steamers pursued by the Zeppelins and submarines succeeded in escaping.

Mr. W. Beach Thomas, in his despatch of July 20th to the *Daily Mail* from the Somme front, says:—

"This out-gunning, if I may extend the term a little, has been abetted by the airmen. They have cleared our side of the line of aerial bombers, and themselves done direct artillery work. I hear that in the neighbourhood of the raid in the north by Anzacs and others they dropped scores of bombs and registered two direct hits, one on a heavy howitzer and one on an anti-aircraft '77 (3-in.) gun. They have done similar work here and maintain the complete mastery."

From Kordofan Province (Sudan) a staff non-commissioned officer has sent a description of the recent operations against Ali Dinar, the Sultan of Darfur, whose capital was recently seized.

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BRITISH AIR WORK IN EGYPT.

THE following account of the aeroplane raid on the enemy camp at El Arish on June 18th, giving details additional to those already published, was issued by the Air Board on July 19th:—

"On the morning of June 18th eleven of our aeroplanes left our base on the Suez Canal to carry out a bombing raid on El Arish. The objective was the enemy aerodrome, which had been definitely located the previous week.

"The attack took the enemy completely by surprise. When the first of our aeroplanes arrived at 8 a.m. two enemy machines had been run out of their sheds, and in one of them the pilot and observer were already seated preparatory to making their ascent, while a party of seven or eight mechanics were holding on to the wings or standing near the machine. They and the machine were blown to pieces by the first bomb, which was dropped on them from a height of 100 ft.

"Our aeroplanes arrived at close intervals and attacked both the hangars and the camp to the north-west of them, with bombs and machine-gun fire at a low altitude, whilst two escorting machines remained in observation at a great height. During the time our aeroplanes were subjected to a very heavy fire from machine and anti-aircraft guns.

"Altogether the raid lasted an hour and five minutes, during which time an open hangar, in which an aeroplane

The writer says: "Not 1 per cent. of the people had ever seen a motor car, and an aeroplane with bombs made them think the heavens were falling on them."

A Reuter message from Cairo on July 20th says:—

"This morning some Turkish aeroplanes dropped bombs on Suez, mostly near a camp. One bomb was dropped on Port Tewfik."

Mr. W. Beach Thomas, writing to the *Daily Mail*, on July 17th, says:—

"I must give some further details of the strange association—surely the strangest in the war—of cavalry and aeroplanes in the advance of patrols towards High Wood (the Bois des Fourreaux). At the moment that the cavalry were debouching a pilot saw a group of Germans and their machine gun hidden in the corn. His only method of telling the cavalry of the lurking danger was to descend and immediately open fire. His manoeuvre was absolutely successful. The machine gun in the corn was turned upon him, and the cavalry galloped up almost with impunity. It is a fine example of the selflessness, the impersonal heroism of this war that the cavalry do not yet know the name of their partner in this dashing little affair.

"Similarly I heard the infantry in a front trench ask in vain for the name of an airman who filled them with delight. He always dipped, not up but down, when crossing the enemy's trenches and let off a few light-hearted rounds. In answer to hostile fire he usually looped the loop, to the great delight of all observers.

"Such a trick is not perhaps tactically sound or useful; but the spirit that prompts it has completely driven off the German flier. One or two night and twilight German birds have been seen, but otherwise the air on our side of the line has been 'strictly preserved' since the opening of the offensive.

"Trespassers there are prosecuted with such alarming promptness."

could be seen, was hit and set on fire, and another hangar was seen to be ablaze; several direct hits were obtained on four other hangars; a party of soldiers in the aerodrome was bombed, and several casualties observed. The second enemy machine, which was promptly abandoned by the personnel, was bombed and put out of action; an anti-aircraft gun was directly attacked with bombs; two bombs were dropped in the middle of camp north-west of the aerodrome. Another body of the enemy was attacked with machine-gun fire from a height of 200 ft., in a camp two miles north of the aerodrome, and two bombs were exploded in the town of El Arish.

"During the operations one of our pilots was forced to descend in the Wadi, two miles north of the enemy aerodrome. His machine was observed to be burning, and it is thought that he set it on fire when he saw that his escape was hopeless. Another pilot, whose aeroplane and engine had been severely hit with shrapnel, reached the coast several miles to the west of El Arish before his engine gave out. He was here discovered by an escorting aeroplane, which landed beside him. The wrecked aeroplane was destroyed by fire, and after several unsuccessful attempts to rise, the rescuing machine finally got off with its pilot and two passengers, and the return journey of ninety miles was made in safety to our base on the Canal."

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was said to be greatly damaged, was taken to pieces by engineers.

Double Fatality in Spain.

It is reported from Madrid that the Spanish military aviators, Capt. Loizu and Lieut. Montoya, have been killed at Tetuan as the result of their biplane taking fire at a great height and crashing to the ground.

Swedish Officer's Inventions.

THE Swedish *National Tidende* states that the naval authorities have allowed Lieut. Hasselberg to experiment at the Naval Flying School at Karlskrona with two of his inventions. The first is stated to render possible electric communication between an aviator in flight and the earth, and the second is a contrivance to direct the course of torpedoes from aeroplanes.

Crown Prince Flies.

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It is stated by the *Saarbruecken Zeitung* that last week the German Crown Prince had his first flight in the air, and during the 15 mins. he was up passed over the French lines at Verdun. From the adverse criticisms which appear to have been passed upon this excursion, there seem to be plenty in Germany who still consider the Crown Prince's life too precious to risk in this fashion.

A Zeppelin Reported Wrecked.

REPORTS, said to emanate from Cologne, but which must be accepted with reserve, were received at The Hague on July 20th to the effect that a Zeppelin airship which had carried out a raid over Riga and was hit in several places by Russian anti-aircraft guns, was wrecked near Tuksum. The greater part of the crew was saved. The airship, which

A Valuable Scrapbook.

ONE of the items which attracted considerable attention at the sale of the library of the late A. M. Broadley, last week, was his collection of old cuttings and pictures, comprised in two volumes, relating to aeronautics. This contained, among other curiosities, many quaint and extraordinary old prints, while there was also a series of clippings and photos, recording the progress of the "Bristol" firm. The two volumes, after keen competition, were eventually knocked down for £79.

R.A.F. Employee in Trouble.

AT Aldershot Police Court on July 19th, R. F. McDonnell, 33, charge hand in the Royal Aircraft Factory, was charged with the unlawful possession of certain equipment instruments and stores, believed to have been obtained in contravention of Section 156 of the Army Act, 1881. He was also charged under the Public Stores Act, 1875, with the unlawful possession of certain tools, a steel measuring tape, an instrument case, and parts of an aeroplane.

No evidence was taken, as the police superintendent intimated that he had been instructed by the Public Prosecutor to ask for a week's adjournment.

The defendant did not oppose the application, and he was remanded on bail.

A German who is Interested in Aviation.

ERNEST ROBERT LOGIE LINDNER, twenty-one, a German engineer, was at London Sessions, on July 18th, sentenced to four months in the second division for not notifying his change of address, for travelling more than five miles from his residence without a permit, for having military handbooks, and for entering a prohibited area.

Mr. Comyns Carr, prosecuting, said that Lindner got to know officers in a flying school in the north of England. One of the officers had been arrested, and the matter was being investigated by the military. The prisoner had been interned for two days at the beginning of the war, but on the representation of influential friends in Scotland he was released and the Home Office granted him exemption from internment. At the Savoy Hotel he shared a room with an officer. A detective said that only a fortnight ago the prisoner went up in an aeroplane, not at a Government flying ground but at a flying school, which was next door to Government property.

Mr. George Elliott, who defended, said that the prisoner had private means and had three motor cars.

Sir R. Wallace, K.C., said the offence was a very grave one.

Fatal Accidents.

AT the inquest on July 20th on Capt. C. W. Reeve and Lieut. W. G. Beatson of the R.F.C., who were killed at Hounslow on the 17th inst., it was stated the machine when at a height of 200 ft. side-slipped through too sharp a turn being made. If the machine had been higher it would have been possible to right it. The petrol tank caught fire, and both officers died from shock and burns.

Flight Sub-Lieut. Douglas Whittier, R.N., was killed in the Isle of Thanet on the 20th inst., his machine falling from a great height.

Also on the 20th inst. a fatal accident occurred in Southampton Water. A seaplane flying low suddenly swerved and caught the main mast of an outward-bound vessel. The mast was broken and the machine crashed to the deck, killing the pilot and so injuring the passenger that he died shortly after.

A G.A.C. and Emaillite Move.

HAVING entirely outgrown the accommodation at their West End office, and with a view to centralising their organisation, the General Aeronautical Co., Ltd., and the British Emaillite Co., Ltd., have transferred all their departments, with the exception of that dealing with accounts and executive business, to the works at Willesden. All communications regarding orders and supplies should, therefore, in future be addressed to the companies at 5, Hythe Road, Cumberland Park, Willesden Junction, N.W. The telephone call is Willesden No. 2346. Inquiries relating to accounts or company matters should continue to be addressed to the West End office, 30, Regent Street, S.W., which will continue to be the headquarters of the Directorate.

Buildings for Aeroplane Work.

As there can be no doubt now as to the future of the aeroplane industry, those progressive firms who find it necessary to enlarge their accommodation would do well to

erect buildings which will be permanently useful to them for the rapid and economical production of machines. Hy-Rib buildings as used by the Admiralty and War Office may be specially commended in this connection. Such buildings, the makers claim, are fireproof; they can be erected in practically the same time as buildings whose covering is merely black iron sheets, and within 5 per cent. of the latter's initial cost; but whereas black iron sheets are unsightly and require constant maintenance as regards painting, Hy-Rib walls give a clean exterior and bright interior, and require no upkeep expense at all. Hy-Rib walls have been extensively used for every class of military work, from explosive stores to hospital huts. Full particulars as regards details are given in an interesting brochure which may be had from the Trussed Concrete Steel Co., Ltd., 115, Caxton House, Westminster.

Flying at Bournemouth.

EXCEPTIONALLY fine weather on Wednesday and Saturday last week drew a large crowd to the Bournemouth Aerodrome, and some good flying by Mr. S. Summerfield was seen, including steeply-banked spirals, nose-dives and switch-backing. They also saw a fine piece of unpremeditated air-work on the part of this pilot. He was taking a passenger on the 60 h.p. Caudron, and when at a low altitude the engine wrecked itself, but Mr. Summerfield skilfully brought the machine safely to the ground, and avoided what might have been a serious smash.

On Saturday much interest was taken in the new machine which has been built at the Aerodrome under the supervision of Mr. Summerfield. It closely resembles the Caudron, but one or two modifications, suggested by experience, have been incorporated in the design, which should add to the usefulness of this machine for school work. Mr. Summerfield put her through some satisfactory trial flights.

Wells Aviation Works Excursion.

ON Saturday last the staff and workmen of the Wells Aviation Co., Ltd., journeyed by the eight o'clock train to Brighton, and had an enjoyable day by the sea. The weather, which was threatening in the early hours, improved very much during the morning, and the day turned out to be one of the finest of the summer. Luncheon was partaken of about one o'clock, and afterwards two yachts were chartered for the party. No working time was lost as a result of this outing, as the men had worked an extra hour each evening during the preceding week to make up for the morning by the sea. It is interesting to know that all the men returned to work on Sunday morning refreshed and none the worse for the little respite from their arduous labours upon the important work which the firm has in hand.

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